

In the Specification:

Please amend page 28, line 3 to page 30, line 24, so as to read as follows:

As shown in Fig. 5, the driving roller 23b is supported by the first unit A. The first unit A includes the driving roller 23b, a ~~bearing~~ bearing 33b, a manual feed unit bottom guide 30, and a positioning convex portion 32. The ~~bearing~~ bearing 33b is a ~~bearing~~ bearing for the driving roller 23b. The manual feed unit bottom guide 30 guides an upper surface of a sheet to the sheet conveying path. The positioning convex portion 32 adjusts a position of the driving roller 23b. The driving roller 23b is supported by the ~~bearing~~ bearing 33b. The driving roller 23b rotates clockwise as shown in the arrow in Fig. 5, thereby rotating the driven roller 23a counterclockwise. The driven roller 23a is supported by a ~~bearing~~ bearing 33a. In this way, the sheet is conveyed from the feed tray 25 to the first conveying path 24.

As described above, the first unit A is movable in the direction substantially parallel to the first conveying path 24 (in the direction of the left right arrow in Fig. 5).

On the other hand, the driven roller 23a is supported by the second unit B. As shown in Fig. 5, the driven roller 23a has an arrangement for mitigating a pressure (shock) caused when the first unit A is restored to the initial position thereof after the first unit A is pulled out. That is, the driven roller 23a is supported on a conveying guide 39 of the second unit B by an L-shaped positioning and supporting block 35 and the ~~bearing~~ bearing 33a via a tension spring 38.

The positioning and supporting block 35 has a convex guide ~~convex~~ portion 36. The conveying guide 39 has a guide hole 37 along which the convex guide portion ~~convex~~ 36 can move in a horizontal direction. With this arrangement, the driven roller 23a is movable in the horizontal direction within a range of the guide hole 37, when a pressure is applied to the driven roller 23a in the horizontal direction.

For example, in a usual state, the convex guide convex portion 36 is positioned in a middle of the guide hole 36, because a pressure in a vertical direction and a pressure in the horizontal direction are applied by the driving roller 23b to the driven roller 23a. On the other hand, when the first unit A is pulled out, the driven roller 23a is released from the pressures applied by the driving roller 23b, because the driving roller 23b is moved away from the driven roller 23a. Therefore, the tension spring 38 is contracted, and the convex guide convex portion 36 is positioned at a right end of the guide hole 37. When the first unit A is restored, a firm pressure is applied in the horizontal direction by the driving roller 23b to the driven roller 23a, when the driving roller 23b contacts the driven roller 23a. Therefore, the tension spring 38 is expanded, and the convex guide convex portion 36 is positioned at a left end of the guide hole 37. Thus, the convex guide convex portion 36 moves along the guide hole 37 horizontally (Figs. 6 and 7).

Thus, one end of the tension spring 38 is connected to the conveying guide 39, and the other end of the tension spring 38 is connected to the positioning and supporting block 35. Because of contraction and expansion of the tension spring 38, the driven roller 23a is movable in the horizontal direction within the range of the guide hole 37. In this way, the tension spring 38 mitigates the pressure (shock) applied in the horizontal direction to the driven roller 23a. As a result, damages to the driven roller 23a are prevented.

As described above, it is possible to mitigate the shock caused when the pair of conveying rollers 23 are restored. That is, the positioning and supporting block 35, the convex guide convex portion 36, the guide hole 37, and the tension spring 38 function as a movable supporting member for supporting the driven roller 23a in such a manner that the driven roller 23a is movable in the horizontal direction. A pressing spring 34 plays a role of mitigating a pressure applied in the vertical direction by the driving roller 23b. Therefore, it is possible to prevent the rollers from being damaged by the shock.